DEPARTMENT OF THE TREASURY

U.S. CUSTOMS SERVICE

HQ 958076

OCT 19 1995

CLA-2 R:C:M 958076 JAS

CATEGORY: Classification

TARIFF NO.: 7019.20.40

Mr. D. E. Adams
Boeing Commercial Airplane Group
P.O. Box 7730
Wichita, KS 67277-7730

RE: Insulation Blankets for Aircraft Engine Thrust Reversers and Struts; Contoured Articles of Thin Gauge Stainless Steel and Silica Powder Wrapped in Fiberglass Cloth; Thermal Blankets, Parts of Turbojets, Subheading 8411.91.90; Accessories; Other Parts of Airplanes, Subheading 8803.30.00, Civil Aircraft Agreement (CA); Composite Good Made Up of Different Components, GRI 3

Dear Mr. Adams:

Your letter of June 9, 1995, concerns the tariff status of thermal insulating blankets for aircraft engine thrust reversers and struts. You submitted additional information in facsimile transmittals, dated September 28 and October 2, 1995.

FACTS:

The articles in question are thermal insulation blankets composed of thin gauge stainless steel, fiberglass cloth, and Min-K, a micro-porous silica material in fine white powdered form. The Min-K is placed between two pieces of flexible fiberglass cloth which is stitched horizontally and vertically to form a blanket. The stainless steel is formed into a contoured, crest-like shape, then folded under and spot welded to encase the blanket on both sides in the manner of a frame.

These blankets function primarily to provide thermal protection for thrust reversers and support struts against the heat generated by Rolls Race engines for the Boeing 757 class aircraft. Complete insulation blankets are cut-to-size and contoured and are mechanically fastened to the inner wall of a thrust reverser and at the point where a strut pylon joins the nacelle. Thrust reversers are attached to cowlings or nacelles, which are the outer metal covers that house the plane's engines

but are not integral to the engines. Struts are structural members that connect the engine to the wings.

To decrease airspeed in preparation for landing, the pilot deploys the thrust reversers located in the nacelle/cowling housing. This repositions movable doors incorporated in the thrust reverser that diverts air entering the front of the nacelle over contoured vanes or louvers called cascades to produce reverse thrust.

You state that the thermal insulation blankets are not parts of the aircraft engine. Rather, they are integral to nacelles and struts. Because nacelles and struts are aircraft parts provided for in subheading 8803.30.00, Harmonized Tariff Schedule of the United States (HTSUS), a duty-free provision for other parts of airplanes or helicopters, you contend the insulation blankets should be similarly classified.

The provisions under consideration are as follows:

6815	Articles of stone or of other mineral substances (including articles of peat), not elsewhere specified or included:
	Other articles:
6815.99	Other:
6815.99.40	Other...3.6 percent

* * * *

7019	Glass fibers (including glass wool) and articles thereof (for example, yarn, woven fabrics):
7019.20	Woven fabrics, including narrow fabrics:
	Narrow fabrics:
	Other:
7019.20.40	Other...8.2 percent

* * * *

7326	Other articles of iron or steel:
7326.90	Other:
	Other:

7326.90.85	Other...5.1 percent

* * * *

8803	Parts of goods of heading 8801 or 8802:
8803.30.00	Other parts of airplanes or helicopters...Free

ISSUE:

Whether the thermal insulation blankets are parts of airplanes or accessories.

LAW AND ANALYSIS:

Merchandise is classifiable under the Harmonized Tariff Schedule of the United States (HTSUS) in accordance with the General Rules of Interpretation (GRIs). GRID 1 states in part that for legal purposes, classification shall be determined according to the terms of the headings and any relative section or chapter notes, and provided the headings or notes do not require otherwise, according to GRIs 2 through 6. GRID 3(b) states in part that composite goods consisting of different materials or made up of different components which cannot be classified under 3(a) shall be classified as if consisting only of the material or component which gives them their essential character, insofar as this criteria is applicable. GRI 3(c) provides that goods which cannot be classified by reference to 3(a) or 3(b) shall be classified under the heading which occurs last in numerical order among those which equally merit consideration.

The **Harmonized Commodity Description And Coding System Explanatory Notes** (**ENs**) constitute the official interpretation of the Harmonized System. While not legally binding on the contracting parties, and therefore not dispositive, the **ENs** provide a commentary on the scope of each heading of the Harmonized System and are thus useful in ascertaining the classification of merchandise under the System. Customs believes the notes should always be consulted. See T.D. 89-80, 54 Fed. Reg. 35127, 35128 (Aug. 23, 1989).

Heading 8803 provides for parts of goods of heading 8801 or 8802. It does not provide for accessories. The term "accessory" is not defined either in the HTSUS or in the Explanatory Notes. However, Webster's Third New International Dictionary (1961) defines an ***accessory*** as "an object or device that is not essential in itself but adds to the * * * effectiveness of something else." Webster's New International Dictionary, Second

Edition (1954) provides a nearly identical definition. The fact that these thermal insulation blankets may be certified by the Federal Aviation Administration for use in civil aircraft is not legally relevant if they are not parts in a tariff sense. The plane's engines are complete and fully functional as a means of propulsion or thrust, and the struts are structural members, both without regard to the thermal insulation blankets. There is no compelling argument that these articles are parts for tariff purposes because neither the engine nor strut depends on a thermal insulation blanket for its completeness or function. The insulation blankets are accessories for tariff purposes.

The thermal insulation blankets consist of different materials and/or components for which no HTSUS heading provides a specific description. The contoured stainless steel frame is provided for in heading 7326, as an article of iron or steel; the powdered silica is provided for in heading 6815, as an article of stone; and the fiberglass cloth is provided for in heading 7019 as an article of glass fibers. Under GRI 3(b) the thermal insulation blankets are to be classified as if consisting only of the material or component that gives them their essential character.

The contoured steel frame provides rigidity, form and shape to the insulation blanket and is the means for attaching the insulation blanket to the thrust reverser. Its insulation capability, however, is minimal. Technical information you made available to us indicates that while the woven fiberglass cloth is a thermal barrier, its main function is to contain or give form and shape to the silica. It is the silica, we are informed, that is the primary insulating material because of its low thermal conductivity. The silica does not absorb the heat, rather it dissipates the heat around the thrust reverser and out nearby ducts. However, another source of technical information indicates that the silica has minimal thermal insulating capability, and acts primarily as a heat sink to radiate heat throughout the entire mass of the silica. This prevents too much heat from building up in any one part of the silica. This source indicates it is the fiberglass cloth that is the primary insulant. Certainly, the fiberglass is the more costly component and provides greater mass or bulk to the blanket. In resolving issues of essential character the **ENs**, at p. 4, authorize us to consider the nature of a material or component, its bulk, quantity, weight or value among other relevant factors.

Nevertheless, we conclude that the evidence available at this time is inconclusive as it relates to the issue of essential character. For this reason, under the authority of GRI 3(c), the thermal insulation blankets are to be classified in heading 7019, as this is the heading which occurs last in numerical order from

among those that equally merit consideration. We do not consider heading 7326 to merit equal consideration.

HOLDING:

Under the authority of GRI 3(c), the thermal insulation blankets are provided for in heading 7019 as glass fibers and articles thereof. They are classifiable in subheading 7019.20.40, HTSUS.

Sincerely,

for John Durant, Director
Tariff Classification
Appeals Division

cc: Mr. Ron Hodge
F.H. Kaysing Co. of Wichita
P.O. Box 12497
Wichita, KS 67277

---------- Message Contents ----------

Dear (b),

As per our telephone conversation, I have no problem with the first part of your proposed "rule" for the classification of parts which appears in your draft ruling (i.e., that a part is an article which is an integral and constituent component of another article, necessary to the completion of the article...). However, the second portion of the proposed "rule" (...without which the article could not operate in its intended capacity) is problematical. Items which are necessary for an article to operate in its intended capacity may be classified as parts even though they are not integral and constituent components. In other words, the classifying party concludes that, because an item is necessary for the article to operate in its intended capacity, it must therefore be an integral and constituent component. As I mentioned to you, there are many items which are necessary to the operation of an article but are not integral and constituent components of the article - for example, certain non-mechanical toner cartridges for use with laser printers or copiers, catalysts for use with reactor equipment, or targets for use with sputter coating machines.

Accordingly, I suggest this second portion of your proposed classification "rule" for parts be eliminated in order to prevent items which are necessary to the operation of an article but are not integral and constituent parts of the article from being erroneously classified as parts.

Best regards,

(b) (6), (b) (7)(C)

---------- Message Contents ----------

(b) : (b) (5) "pa

operate ty"

Regards, (b)

---------- Message Contents ----------

(b) ,

Good timing. I'm one hour away from leaving here to drive a car down to my daughter in Charleston. Will be gone till next Thursday, and you need an immediate (!) response ? Have not read case, discussed issue somewhat with (b) (6), (b) and (God forgive me) tend to agree with (b) response (whatever the hell that was). Will generate a more open, honest and probably more valid reply after I get back. Till then, ditto me on (b)

---------- Reply Separator ----------

Subject: new approach to parts
Author: (b) (6), (b) (7) at ORR-WASH-1
Date: 10/12/95 11:19 AM

Pay attention, you guys!!! As you may know, in the past, under the TSUS, and into the HTSUS, we have been using several "parts" arguments, usually picking the one that benefits us. First, we have the "safe and efficient use" test in Beacon Cycle, C.D. 4764. Then, theres the line of cases such as American Schack Company, 1 CIT 1 (1980) which held an article to be a part if required by law, either for safety reasons or otherwise. Finally, theres the "necessary to the completion of" test in Clipper Belt Lacer Co. 738 F. Supp. 528. Now, outside attorneys are using the safe and efficient use test against us to classify stuff as parts that clearly are not parts, and i think its time to draw the line. So, I propose to say the "necessary to the completion" test is the one we will use under the HTSUS. This is the ONLY parts test sanctioned by the CIT under the HTSUS in Technicolor Videocassette Inc., Slip Op. 94-43. Clipper Belt Lacer used the same language but that was a TSUS case. I'm attaching a draft of HQ 958076, which is (b) case, for you all to look at. I'm not asking for a concensus in New York, so each of you can reply independently of the others, or you can choose to ignore the issue. At any rate, if you do choose to comment, please do so quaickly as this case has to go out ASAP. Thanks.

(b)

6

telecon per [redacted] 10/6

(a) **Stainless steel** 7326 [redacted]

(b) **fiberglass blankets** 7019.20.50
quilted blanket

(c) silica powder ~~2505~~ 2811 — 6815 articles of stone

acts as a
→ **heat** sink
radiates heat throughout
entire silica. minor insulant
prevents
~~[illegible]~~ too **much heat** buildup
in any one part of the silica.

insulating material
it does the **insulating**

more bulk
more value

thermal blanket
fits over inner wall

t/r consisting = cascades
+ movable
doors
+ inner

or casc...

10/10 [redacted] at Boeing

t/r
~~[illegible]~~ used on nacelle also called
cowling **are** outer housing of engine
complex

~~[illegible]~~ strut connects engine to
wing. bolt and [illegible]
stress to [illegible] from

t/r on exterior of engine after
fan. Its a duct that
redirects air forward
during reverse thrust
only during landing
aerodynamic braking

acts as a
heat sink
radiates heat throughout
entire silica - minor insulant
prevents
too much heat buildup
in any one part of the silica

insulating material
it does the insulating

more bulk
more volume

thermal blanket
fits over inner wall

t/r consisting = cascades
+ movable doors
+ inner wall

or cascade

10/10 [redacted] at Boeing

t/r
used on nacelle also called
cowling are outer housing of engine complex

strut connects engine to wing. Vert and horiz stress torque from engine. Forward reverse thrust

t/r on exterior of engine after fan. Its a duct that redirects air forward during reverse thrust only during landing aerodynamic braking

t/r has doors that reposition to block air and redirect air over cascades

its placed toward rear of engine - not part of engine

[redacted]
x5796

5488

nip = to sever by pinching or squeezing sharply

mgs: cuticle nipper

NY 808249

8214 Manicure or pedicure sets and instruments

TT 8214.90.90 other articles of cutlery

~~manicure or pedicure sets and instruments~~

Δ 8214.20.30 nail nippers and clippers used for manicure or pedicure purposes

Q is a cuticle nipper a nail nipper ?

EN 1115 cuticle presser pusher → are these nippers

Quon Quon → look to this things use to determine whether it is w/i ea nomine designation

→ not 8214.20.30 because the articles enumerated ea nomine are exhaustive and do not include cuticle nippers see canon of construction Sturm p 179.

I left a message on (b) (6), (b) (7)(C) voice mail 9/25 saying I needed sample and literature. Called again 9/26. ~~will call back~~.

(b) (6), (b) (7)(C) will provide sample and literature soon.

(b) (2), (b) (6)

approach.

(1) cite general rule expressio unius est exclusio alterius in absence of failure to name cuticle nippers expressly excludes them

broadening language expanding the terms of the heading

Δ 8214.20.30 nail nippers and clippers used for manicure or pedicure purposes

Q is a cuticle nipper a nail nipper ?
EN 1115 cuticle presser pusher → are these nippers
Quon Guon → look to this thing's use to determine whether it is w/i eo nomine designation.

→ not 8214.20.30 because the articles enumerated eo nomine are exhaustive and do not include cuticle nippers
see canon of construction Sturm p 179.

I left a message on [redacted] voice mail 9/25 saying I needed sample and literature. Called again 9/26. ~~[illegible] will send~~. [redacted] will provide sample and literature soon.

[redacted]

approach:

(1) cite general rule expressio unius est exclusio alterius
failure to name cuticle nippers expressly excludes them.
n absence of broadening language expanding the scope of the heading "and the like" or "similar articles"

(2) ~~but only if~~ then say its a canon of construc and only applies where legis hist doesn't suggest a contr legis intent.

(3) cite ENs reference to "corn-extractors" p. 1115, an instru not listed in 8214.20.30 as indicating the subhead is more expansive than named articles provided the ~~art~~ instrus is ~~for~~ for a manicure or pedicure instrument.

(4) then citing GRI 6 to apply 3(a) say 8214.20.30 is more specific

---------- Message Contents ----------

(b) I concur with your discussion of the "nature" of parts and see the "necessary to completion" standard as being both sound and conclusive. (b)

---------- Reply Separator ----------

Subject: thermal insulation blankets
Author: (b) (6), (b) (7) at ORR-WASH-1
Date: 10/11/95 1:42 PM

(b) I'm still trying to get (b) to respond. So far, no luck in contacting him. For the record, please reply with your comments on the proposed draft.

(b) (6),

* (b) (6), (b) (7)(C) did respond by email but I cant find the response. He recommended using it not because it is important essential character, but because it's last in numerical order. Let Boeing prove essential character or let them argue the parts issue.

(b) (6), (b) (7) (C) 10/12/95

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

DATE: MAY 15 1995

TO : Director, Office of Regulations and Rulings
Headquarters, U.S. Customs Service

FROM : Chief, MIS Machinery Branch
National Import Specialist Staff

SUBJECT: Tariff classification of thrust reverser and strut insulation blankets from England

This request for a tariff classification ruling from F. H. Paschke Co., on behalf of the Boeing Company, is being forwarded for your attention due to its complexity and lack of clear precedence.

There are apparently two insulation blankets for consideration. One fits within the inner wall of the entire engine cowling and the other is used at the point where the strut (pylon) joins the nacelle (engine housing). These blankets are enclosed so that they are protecting and are said to enclose a flexible metallic foil stainless steel skin with a fiber insulant. It is not known what this insulating material is. These blankets are designed to protect, respectively, thrust reversers and struts from excessive heat, presumably the heat generated when the aircraft's thrust reversers are in operation.

Thrust reversers are used as an addition to the aircraft's brakes to slow an aircraft after it has landed. Thrust reversers are of three types. (1) In the clamshell door system, the doors rotate to close the normal gas stream exit. Typical vanes then direct the gas stream in a forward direction so that the thrust opposes the aircraft motion. (2) In the cold stream reverser system, the actuation system moves a translating cowl rearward and at the same time folds the blocker doors to block off the cold stream final nozzle, thus directing the airflow through the cascade vanes. (3) The bucket target system, the most thrust reverser type, uses bucket-type doors to redirect the hot gas stream. It is not known what thrust reverser system is in use in the instant case. There is no case law on the classification of thrust reversers, but it is the opinion of this office that they are aircraft engine parts under 8111. See HQ file 957072 JAS, which is still in progress.

RECEIVED JUN 22 1995

These insulation blankets are probably provided for either as parts of aircraft engines (8411) or as parts of aircraft (8803).

Those provisions are as follows:

8411	Turbojets, turbopropellers and other gas turbines, and parts thereof:	
	Parts:	
8411.91		Of turbojets or turbopropellers:
8411.91.10		Cast-iron parts
8411.91.90		Other....4.7 percent
*	*	* *
8803	Parts of goods of heading 8801 or 8802:	
8803.30.00	Other parts of airplanes or helicopters ...Free	

Merchandise is classifiable under the Harmonized Tariff Schedule of the United States (HTSUS) in accordance with the General Rules of Interpretation (GRIs). GRI 1 states in part that for legal purposes, classification shall be determined according to the terms of the headings and any relative section or chapter notes, and provided the headings or notes do not require otherwise, according to GRIs 2 through 6.

For purposes of classification in subheading 8803.30.00, the expressions "**parts**" and "**parts and accessories**" do not apply to machines or apparatus of headings 8401 to 8479, or parts thereof. **Section XVII, Note 2(c), HTSUS.** Therefore, if the insulation blankets in issue are parts of heading 8411, they cannot be classified in heading 8803. In this regard, goods found to be parts that are suitable for use solely or principally with a particular kind of machine or with a number of machines of the same heading are to be classified with the machines of that heading. **Section XVI, Note 2(b), HTSUS.**

As a preliminary issue, jet turbines produce propulsion or thrust by expelling air at a much higher velocity than its intake velocity. Essentially, air taken into the turbine at a velocity equal to the plane's airspeed is compressed, heated and expanded by the combustion of fuel, then expelled at a higher velocity. This causes propulsive thrust in the opposite direction.

As to whether the insulation blankets are parts of heading 8411, one line of cases has held that an article is a part for

tariff purposes if it carries a useful function in relation to the main article so that it in some way contributes to the safe or efficient operation of that article. **Beacon Cycle & Supply Co., Inc. v. United States**, 81 Cust. Ct. 46, C.D. 4764 (1978). As a corollary to this principle, articles have been held to be parts of other articles if their presence is required by law, either for safety reasons or otherwise. **The American Schack Company, Inc. v. United States**, 1 CIT 1 (1980). Under another line of cases, articles are regarded as parts if they are necessary to the completion of the article with which used, that is, if they are integral, constituent or component parts without which the parent article cannot function as that article. **Clipper Belt Lacer Co., Inc. v. United States**, 738 F. Supp. 528 (CIT 1990).

Whether or not their presence on the housing of a jet engine is required by Federal Aviation Administration regulations is undocumented. Nevertheless, because the thrust reverser insulation blanket is directly related to protecting a thrust reverser as it slows an aircraft after landing, there is a demonstrated nexus to the safe and efficient operation of the engine and, thus, the plane itself, as to qualify as a part. For this reason, the thrust reverser insulation blanket is classifiable as a part of the article to which it is most immediately related - the engine - rather than to the larger whole - the plane.

The strut insulation blanket, on the other hand, appears to be protecting the strut (pylon) only and is in no way connected to the performance of the engine, but is integral to the pylon itself. The EN to 8803 at page 1145 state that pylons are classified as aircraft parts in 8803. Since the strut insulation blanket is not more specifically provided for as an engine part in 8411, it is classifiable as an aircraft part in 8803.

If there are any questions, please contact National Import Specialist Patrick Whaley at (212) 466-5865.

(b) (6), (b) (7)(C)

Attachments:

Facsimile Cover Sheet

T h e

B o e i n g

C o m p a n y

Fax no: (b) (2), (b) (6)

To: (b) (6), U.S. CUSTOMS SERVICE

From: (b) (6), (b) OCT. 2, 1995 M/S: K18-25 Phone: (b) (2), (b) (6)

Time: 08:42:30 PDT

Date: Monday 2 Oct 1995

Number of pages: 2 (including this page)

To: MR. (b) U.S. CUSTOMS SERVICE
WASHINGTON, D.C.

From: (b) (6), (b) OCT. 2, 1995 M/S: K18-25 Phone: (b) (6), (b) (7)
M/S: K18-25 Phone: (b) (6), (b) (7)
Dept: Materiel Traffic

Company Address: .e Boeing Company - Wichita, Ks.

.PAGE
Subj: INFORMATION ON DARCHEM INSULATION BLANKETS

MR. (b) , BOEIN UYER (b) (6), (b) (7) ADVISES THAT : MOST KNOWLEDGEABLE PERSO AT BOEING CONCERNING THESE BLANKETS IS BOEING ENGINEER MR. (b) (2), (b) (7) (PRO-NOUNCED (b) . HIS PHONE NUMBER IS (b) (6), (b) (7) . FEEL FREE TO GIVE HIM A CAL WITH YOUR QUESTIONS. I GAVE HIM A BRIEF BACKGROUND OF WHAT HAS TRANSPIRED SO THAT HE WILL BE FAMILIAR WITH THE SUBJECT MATTER.

HE DID STATE THAT (b) (4) PURCHASES THE MIN-K BLANKETS ALREADY MADE UP, AND BUYS THE STAINLESS STEEL FOIL IN LARGE ROLLS, CUTS THE BLANKETS AND FOIL TO SIZE, AND THEN, MANUFACTURES THE COMPLETED NACELLE INSULATION BLANKETS.

MR. (b) (6), HAS NO KNOWLEDGE OF THE COST/VALUE RELATIONSHIP BETWEEN THE SILICA THE FIBREGLASS CLOTH, AND THE STAINLESS STEEL FOIL. THE BUYER HAD (b) (4) QUOTE ON THE FINISHED INSULATION BLANKETS FOR THE NACELLE AND STRUT OF THE AIRCRAFT.

IF YOU REQUIRE ANY FURTHER INFORMATION, PLEASE CONTACT ME.

THANKS, (b) (6), (b)

silica minerals

Silica minerals, a branch of the SILICATE MINERALS, are composed of silicon dioxide and only minor amounts of additional components. At least seven natural polymorphs exist. QUARTZ, the most abundant, makes up almost 12 percent of the Earth's crust. CRISTOBALITE and TRIDYMITE are uncommon; COESITE, STISHOVITE, vitreous silica, and melanophlogite are rare. Several additional silica polymorphs have been synthesized in the laboratory. OPAL, a precious gemstone, is made up of hydrous silicas of several types.

Properties

The silica minerals are hard (6 to 7 on the Mohs scale), resistant to mechanical stress, nonmagnetic, colorless when pure, and nearly insoluble except in hydrofluoric acid. Specific gravity ranges from 2.0 to 2.3 for melanophlogite, vitreous silica , opal, tridymite, and cristobalite, to 2.65 for quartz, 2.93 for coesite, and 4.28 for stishovite.

Structure

In stishovite each silicon atom is surrounded by six oxygen atoms in octahedral coordination. All other silica minerals are composed of silicon atoms surrounded by four oxygen atoms in tetrahedral coordination. These tetrahedra are linked into three-dimensional structures, each with a different geometry characteristic of that polymorph. In quartz, cristobalite, and tridymite, tilting of the tetrahedra without structural disruption occurs with temperature increase to give rise to forms with higher symmetry, the so-called high forms.

Uses

Quartz, the most useful of the silica minerals, is used for crushed stone and sand in concrete and mortar, and in refractories, foundry molds, ceramics, glass, silicone

chemicals, s...con carbide, silicon metal, ..uxes for melting, abrasives, and sandblasting, as well as for hundreds of other uses. High-purity quartz is used to make vitreous silica, which has very low thermal expansion, high elasticity, and transparency to light--qualities desirable for lenses, optical fibers, components of precision instruments, and premium grades of chemical glassware. Certain varieties of quartz have value as semiprecious gems, as does some opal.

Occurrence

Silica minerals are major constituents of light-colored igneous rocks such as GRANITE, GRANODIORITE, and QUARTZ MONZONITE and their volcanic equivalents. Because it is resistant to mechanical and chemical weathering, quartz makes up the bulk of SANDSTONE and siltstone, two of the most common sedimentary rock types. Most metamorphic rocks are also rich in quartz; one type, QUARTZITE, consists mostly of quartz.

Silica minerals can be transported in steam or in warm waters. At higher temperatures and pressures, fluids carry greater amounts of silica. Silica precipitates when cooling or pressure-release occurs. Quartz veins and the quartz gangue common in many ore deposits are deposited by hot waters. Geyserite, or siliceous SINTER, is hydrous silica rapidly precipitated from cooling waters flowing away from geothermal springs and geysers. Cristobalite and tridymite can form from superheated steam, and opal forms slowly from cool solutions.

David B. Stewart

Bibliography: Deer, W. A., Rock-Forming Minerals, vol. 4 (1963); Simonato, Lorenzo, et al., Occupational Exposure to Silica and Cancer Risk (1990); Susman, R. B., The Phases of Silica (1965).

silica powder

HQ 955742

April 4, 1994

CLA-2 CO:R:C:M 955742 KCC

CATEGORY: Classification

TARIFF NO.: 2620.90.90

District Director U.S. Customs Service 300 South Ferry Street Entry Team 3, Room 1015 Terminal Island, California 90731

RE: Protest 2704-93-103276; micro silica sand; EN 26.20; 2621.00.00; EN 26.21; 6815.99.44; EN 68.15

Dear District Director:

This is regards to Protest 2704-93-103276, which pertains to the tariff classification of micro silica sand under the Harmonized Tariff Schedule of the United States (HTSUS).

FACTS:

The product at issue is micro silica sand, D-124 Litefil, which is a lightweight mineral filler used as a partial replacement of heavyweight fillers, i.e., replacement of heavyweight aggregates used in hydraulic cement based slurries for oil/gas well drilling. Upon importation, the entries of the micro silica sand were liquidated on August 13, 1993, under subheading 6815.99.40, HTSUS, as other articles of stone or of other mineral substances, not elsewhere specified or included.

This determination was based on Customs Laboratory report #7- 93-21132-001 dated July 9, 1993, which found that "[t]he sample, an off-white powder identified as "D-124 Litefil", is composed of mineral substances predominantly of silica. In our opinion, it is further processed and does not have the characteristics of natural sand."

In a protest timely filed on October 21, 1993, the protestant contends that the micro silica sand is properly classified under subheading 2621.00.00, HTSUS, as other slag and ash. The protestant states that its product is not a manufactured article, but is part of the composition of fly ash, a waste material derived from the combustion of coal at power stations. The power station disposes of the flyash by sluicing it into an ash storage dam. The lightweight portion of the ash separates from the heavyweight portion by floating to the surface of the water in the ash dam. The lightweight ash is then extracted from the ash dam, allowed to de-water, dried, screened and packaged for shipment. The protestant states that the chemical composition of its product is 55% silica, 43% alumina and less than 1% iron.

The competing subheadings are as follows:

silica powder

2621.00.00 Other slag and ash, including seaweed ash (kelp).

6815.99.40 Articles of stone or of other mineral substances(including articles of peat), not elsewherespecified or included...Otherarticles..Other...Other.

ISSUE:

What is the tariff classification of the micro silica sand under the HTSUS?

LAW AND ANALYSIS:

The classification of merchandise under the HTSUS is governed by the General Rules of Interpretation (GRI's). GRI 1, HTSUS, states, in part, that "for legal purposes, classification shall be determined according to terms of the headings and any relative section or chapter notes...."

Upon further examination of the micro silica sand and the information submitted by the protestant, we are of the opinion that the micro silica sand is classified under subheading 2620.90.90, HTSUS, which provides for "Ash and residues (other than from the manufacture of iron or steel) containing metals or metal compounds...Other...Materials not provided for elsewhere in this heading...Other."

In understanding the language of the HTSUS, the Harmonized Commodity Description and Coding System Explanatory Notes (ENs) may be utilized. The ENs, although not dispositive, are to be used to determine the proper interpretation of the HTSUS. See, T.D. 89- 80, 54 Fed. Reg. 35127, 35128 (August 23, 1989). EN 26.20 (pg. 210), states that:

> This heading covers ash and residues (other than those of heading 26.18 or 26.19) which contain metal or metal compounds, and which are of a kind used in industry either for the extraction of metal or as a basis for the manufacture of chemical compounds of metals. They result from the treatment of ores or intermediate metallurgical products (such as mattes) or from electrolytic, chemical or other processes which do not involve the mechanical working of metal (emphasis in original).

In this case, the micro silica sand is a residue containing metal compounds, i.e., aluminum oxides, which is obtained from burning coal, not the manufacture of iron or steel. The micro silica sand has been advanced in value or condition by a flotation separation process and by the subsequent drying and screening. Therefore, it is classified as other ash and residues containing metals or metal compounds, not from the manufacture of iron or steel under subheading 2620.90.90, HTSUS.

The protestant contends that the micro silica sand is classifiable under subheading 2621.00.00, HTSUS, as other slag and ash. EN 26.21 (pg. 211), states that heading 2621, HTSUS, "...covers slag and ash not falling in heading 26.18, 26.19 or 26.20, derived from the working of ores or from metallurgical processes, as well as those derived from any other material or process (emphasis in original)." Furthermore, EN 26.21 states that the products covered by heading 2621, HTSUS, include "[a]sh and clinker of mineral origin (e.g., coal, lignite or pet ashes)." As stated previously, the micro silica sand is properly classified under heading 2620, HTSUS. Therefore, the micro silica sand is excluded from classification under subheading

silica powder

2621.00.00, HTSUS, as other slag and ash.

Subheading 6815.99.44, HTSUS, provides for other articles of stone or of other mineral substances, not elsewhere specified or included. EN 68.15 (pg. 909), states that "[t]his heading covers articles of stone or of other mineral substances, not covered by the earlier headings of this Chapter and not included elsewhere in the Nomenclature...(emphasis in original)." As stated previously, the micro silica sand is classified elsewhere in the Nomenclature, subheading 2620.90.90, HTSUS. Therefore, it is not classifiable under subheading 6815.99.44, HTSUS.

HOLDING:

The micro silica sand, D-124 Litefil, is classified under subheading 2620.90.90, HTSUS, as other ash and residues containing metals or metal compounds, not from the manufacture of iron or steel.

Since the rate of duty under the classification indicated above is more than the liquidated rate, the protest should be DENIED. In accordance with Section 3A(11)(b) of Customs Directive 099 3550-065, dated August 4, 1993, Subject: Revised Protest Directive, this decision should be mailed, with the Customs Form 19, by your office to the protestant no later than 60 days from the date of this letter. Any reliquidation of the entry in accordance with the decision must be accomplished prior to mailing of the decision. Sixty days from the date of the decision the Office of Regulations and Rulings will take steps to make the decision available to Customs personnel via the Customs Rulings Module in ACS and the public via the Diskette Subscription Service, Lexis, Freedom of Information Act, and other public access channels.

Sincerely, John Durant, Director

Facsimile Cover Sheet

T h e

B o e i n g

C o m p a n y

Fax no: (b) (2), (b) (6)

To: MR. (b) (6), (b) U.S. CUSTOMS SERVICE

From: [redacted] SEPT 28, 1995 M/S: K18-25 Phone: (b) (2), (b) (6)

Time: 12:57:51 PDT

Date: Thursday 28 Sep 1995

Number of pages: 2 (including this page)

To: MR. (b) (6), U.S. CUSTOMS SERVICE
WASHINGTON, D.C.

From: (b) (6), (b) SEPT 28, 1995 M/S: K18-25 Phone: (b) (6), (b) (7)
M/S: K18-25 Phone: 316-523-4312
Dept: Materiel Traffic
FAX#: 316-523-5300

Company Address: The Boeing Company - Wichita, Ks.

.PAGE
Subj: DATA PERTAINING TO DARCHEM INSULATION BLANKETS

MR. (b) , I JUS. INISHED TALKING TO THE BUYER OF . . BLANKETS, AND THIS IS TH INFORMATION I OBTAINED. THE OUTER COVERING OF EACH BLANKET IS ACTUALLY A HEAV DUYT STAINLESS STEEL TEXTURED FOIL.
THE MIN-K IS A MICRO-POUROUS SILICA MATERIAL IN VERY FINE WHITE POWDER FORM.
THE MIN K MATERIAL IS PLACED BETWEEN A FLEXIBLE FIBREGLASS CLOTH MATERIAL AND STITCHED BOTH HORZONTALLY AND VERTICALLY TO ENCAPSULATE THE MIN-K MATERIAL FROM SHIFTING, DUE TO THE NATURE OF THE MIN-K BEING IN POWDER FORM.
THE HEAVY TEXTURED STAINLESS STEEL FOIL IS PLACED ON BOTH SIDES OF THE MIN-K BLANKET, ENCASING THE BLANKET, AND THEN, FORM TO EXACTLY FIT THE INSIDE OF THE AIRCRAFT NACELLE AND STRUT.
I HAVE THREE PAGES FROM A BROCHURE THAT I HAVE FAXED TO YOU THAT EXPLAINS THIS PROCESS.
PLEASE CONTACT ME AGAIN IF YOU REQUIRE ANY FURTHER DATA.
THANKS, (b) (6), (b) , TRAFFIC ADMINISTRATOR

(b) (4)

(b) (4)

(b) (4)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

DATE: April 19, 1995

FILE: (b) (2) [redacted]

TO: U.S. Customs Service
Customs Information Exchange
6 World Trade Center, Room 437
New York, New York 10048

FROM: District Director
St. Louis, MO 63134

SUBJECT: Binding Ruling Request

The attached binding ruling request is forwarded for your action. The district assigned number is (b) (2) [redacted].

This request is from F.H. Kaysing Co. of Wichita on behalf of The Boeing Co., Inc. The product consists of a thrust reverser and strut insulation blanket made in England.

The information submitted appears to be sufficient to determine a binding classification. Suggested classification is under subheading 8803.30.0010 HTSUS at free rate of duty.

(b) (6), (b) (7)(C) [redacted]

F. H. Kaysing Co. of Wichita

OFFICE ADDRESS:
920 N. Tyler Rd., Suite 302
Wichita, Kansas 67212

ADDRESS ALL CORRESPONDENCE TO:
Post Office Box 12497
Wichita, Kansas 67277

316-721-8980
FAX # 316-721-8986

U.S. Custom House Brokers
Import and Export Services

Leading Ab.x? located on pg. 1445. The articles principle use in the United States is for civil aircraft applications. The struts, nacelles/cowlings and thrust reversers (which attach to the nacelles inner wall) are produced by the Boeing Company, Wichita, Kansas.

Please address all correspondence to ourselves, or call Mr. Ron Hodge at 316-7212457. We appreciate your immediate attention and helpfulness.

Most respectfully,

R. Hodge
P.H. [illegible] of Wichita

(b) (4)

(b) (4)

(b) (4)

(b) (4)

Boeing Commercial Airplane Group
Wichita Division
P.O. Box 7730
Wichita, KS 67277-7730

June 9, 1995
3-1421-0695-06/DEA:hm

958076

Mr. (b) (6), (b) (7)(C)
Office of Regulations and Rulings
U. S. Customs Service Headquarters
1099 14th Street
Suite 4000
Washington, D.C. 20005

BOEING

Subject: Ruling Request For Aircraft Nacelle and Strut Insulation Blankets

Re: New York Reference (b) (2)

Enclosed please find a Boeing memo from Mr. (b) (6), (b) (7)(C) Model 737-700 Design Engineer, which is to be included with the insulation blanket data you will receive from Mr. (b) (6), (b) (7)(C), U. S. Customs, New York.

The nacelle or cowling, manufactured by The Boeing Company, as stated, is made up of many components. One of these integral components is the insulation blankets. We believe their correct tariff schedule number is 8803.30.0010 when installed in civil aircraft.

The Harmonized Commodity Description and Coding system Explanatory Notes (EN) and the HTSUS, although not dispositive under Customs law, should be looked to for proper interpretation of the HTSUS. The EN to heading 84.11 at page 1153-1155 reads in pertinent part as follows:

"This heading covers turbo-jets, turbo-propellers and other gas turbines. The turbines of this heading are, in general, internal combustion engines which do not usually require any external source of heat as does, for example, a steam turbine.

(A) Turbo-Jets

A turbo-jet consists of a compressor, a combustion system, a turbine and nozzle, which is a convergent

RECEIVED JUN 1 2 1995

duct placed in the exhaust pipe. The hot pressurized gas exiting from the turbine is converted to a high velocity gas stream by the nozzle. The reaction of this gas stream acting on the engine provides the motive force which may be used to power aircraft. In its simplest form, the compressor and turbine are accommodated on a single shaft. In more complex designs the compressor is made in two parts (a two spool compressor) in which the spool of each part is driven by its own turbine through concentric shafting. Another variation is to add a ducted fan usually at the inlet to the compressor and drive this either by a third turbine or connect it to the compressor spool. The fan acts in the nature of a ducted propeller, most of its output bypassing the compressor and turbine and joining the exhaust jet to provide extra thrust. This version is sometimes called a "by pass fan jet".

So-called "after-burning" appliances are auxiliary units for mounting in series with certain turbo-jet engines in order to boost their power out-put for short periods. These appliances, have their own fuel supply and utilize the excess oxygen in the gases issuing from the turbo-jet.

Parts

Subject to the general provisions regarding the classification of parts, (see the General Explanatory Note to Section XVI), parts of the engines and motors of this heading are also classified here (e.g., gas turbine rotors, combustion chambers and vents for jet engines, parts of turbo-jet engines (stator rings, with or without blades, rotor discs or wheels, with or without fins, blades and fins), fuel feed regulators, fuel nozzles)."

It should be noted that nacelles, cowlings, cascades, fan duct, nor insulation blankets are not called out in the EN under turbo-jet engines or parts thereof, Section 84.11.

Boeing installs the insulation blankets, produced by Darchem Engineering in England in the nacelles and struts. The blankets are contoured to fit in

the inside of the thrust reverser inner duct wall, and at the strut installation location. The blankets remain affixed to the inner duct wall and are completely stationary during operation of the aircraft. The aircraft engine will function effectively and efficiently without the insulation blankets. The blankets have no conjunctive function with the aircraft engines. Their sole purpose is to protect the nacelle and strut components from damage due to excessive heat. In my opinion the Darchem insulation blankets are very similar to a layer of insulation under the hood of an automobile to protect the hood and paint from heat damage. I do not believe this layer of insulation would be considered part of the vehicle engine.

BOEING

Using this information, it is clear that these insulation blankets are not part(s) of the engine, but rather part of the nacelle, which is included in the parts provision of classification 8803.30.0010 HTSUS as described in the EN description of heading 88.03 located on pg. 1445. This Note reads in pertinent parts as follows:

> "This heading covers parts of the goods falling in heading 88.01 or 88.02, provided the parts fulfill both of the following conditions:
>
> (i) They must be identifiable as being suitable for use solely or principally with the goods for the above mentioned headings; and
> (ii) They must not be excluded by the provision of the Notes of Section XVII....
>
> The parts of this heading include:
>
> (I) Parts of balloons and dirigibles, such as....
> (II) parts of aircraft including gliders and kits, e.g.:
> ....(4) Nacelles, cowlings, engine pods, and plyons...."

We believe that insulation blankets for commercial airplanes are properly classified in subheading

8803.30.0010 because they are (1) not excluded by the provision of the Notes of Section XVII; (2) identifiable as being suitable for use solely or principally with the goods of heading 88.02 as required by EN 88.03. The parts are not excluded by the provision of the Notes to Section XVII because the insulation blankets for commercial airplanes are not:

BOEING

1: Articles of heading 9501, 9503, 9508, sleds, etc.

2. (a) Joints, washers or the like, or articles of rubber;

(b.) parts of general use defined in note 2 of Section XI;

(c). Articles of Chapter 82;

(d). Articles of heading 8306;

(e). Machines or apparatus of heading 8401 to 8479;

Articles of heading 8481 or 8482 or 8483;

(f) Electrical machinery or equipment;

(g) Articles of Chapter 90;

(h) Articles of Chapter 91;

(i-j) Arms;
(k) Lamps;
(l) Brushes.

These insulation blankets are readily identifiable as being suitable for use solely or principally with the goods of heading 88.02 because of the designation (insulation blankets for commercial/civil aircraft nacelles).

Established canons of statutory construction recognized by Customs also support the conclusion that the insulation blankets are parts of aircraft. The General Rules of Interpretation govern the classification of merchandise under the Harmonized Tariff Schedules. Rule 1 provides that

classification shall be determined according to the terms of the heading and any relative section or chapter notes, and provided such heading or notes do not otherwise require according to Rules 2-6. In this case, the heading and the chapter notes clearly lead one to the conclusion that the insulation blankets are parts of aircraft and not parts of an engine. In addition, the Additional U.S. Rules of Interpretation at Rule 1(a) states that "a tariff classification controlled by use (other than actual use) is to be determined in accordance with the use in the United States at, or immediately prior to, the date of importation of goods of that class or kind to which the imported goods belong, and the controlling use is the principal use". They further provide at Rule 1(c) "a provision for parts of an article covers products solely or principally used as part of such articles, but a provision for 'parts' or 'parts and accessories' shall not prevail over a specific provision for such part or accessory". In this case the nacelle insulation blankets are solely used as part of an aircraft.

BOEING

SUMMARY

The nacelle insulation blankets for commercial airplanes are not engine parts of heading 84.11 as confirmed by the EN to heading 84.11. We believe the blankets fall under the heading of civil aircraft parts based on the requirements of the EN to heading 88.03, which provides for nacelles, cowlings, engine pods, and pylons as parts of aircraft, their commercial designation, and use. As the blankets will be imported for use in civil aircraft, and become an integral part of each nacelle/cowling and strut, by reference to the above section in the EN in the Coding System, and with all of the data and information provided, it should be concluded that the insulation blankets are properly classified at 8803.30.0010, other parts of airplanes, for use in civil aircraft.

We appreciate your immediate attention in this matter, and await your decision.

(b) (6), (b) (7)(C)

BOEING

Traffic Administrator
3-1421, K18-25
316-523-4312

Enclosure

cc: (b) (6), (b) (7)(C) K18-25
cc: (b) (6), (b) (7)(C)
F. H. Kaysing Co.
P.O. Box 12497
Wichita, KS 67277

5/25/95

To: (b) (6), (b) (7) K18-25

I am forwarding the following information in response to our conversation of 5/10/95 regarding the 737-700 Thrust Reverser and Strut Insulation Blankets. The Insulation Blankets are mechanically fastened to the Inner Wall of the Thrust Reverser, and to the Strut, and are considered by the Boeing Company to be nacelle and strut components, and not part of the aircraft engine. The attached figures fully depict this position. The nacelle, consists of the Inlet, Fan Cowl and Thrust Reverser.

The Insulation Blankets are specifically designed and engineered to fit on the inside of the Inner Duct Wall of the Thrust Reverser and the Strut, and are utilized for only one purpose. That function is to protect the nacelle components and strut from damage due to high temperatures produced by the aircraft engine. I trust this information will assist you in your discussions with the U.S. Customs Service. Please contact me if you require additional information.

(b) (6), (b) (7) (C)
737-700 Design Engineering
(316) 523-6442

attachments

Figure 1 - (b) (4)
Figure 2 - (b) (4)
Figure 3 - (b) (4)
Figure 4 - (b) (4)

(b) (4)

6.9

Jesse Adams

Customs Pt. Louis

Pat Whaley Gray 15 $\frac{1}{2}$ $\frac{1}{2}$Q

309 202

Will Fed exp additional

cargo

Author: (b) (6), [redacted] EY at AREA-NEW_YORK-2
Date: 6/6/95 1:53 PM
Priority: Normal
Receipt Requested
Subject: Re[2]: NY Ruling Request (file 809292) forwarded to HQ

---------- Message Contents ----------

(b) (6), - I spoke to (b) [redacted] in the CIE who said he will fax the entire file to you. If you do not receive the file in a reasonable time please let me know. (b)

---------- Reply Separator ----------
Subject: Re: NY Ruling Request (file 809292) forwarded to HQ
Author: (b) (6), (b) (7)(C) [redacted] at ORR-WASH-1
Date: 6/6/95 12:40 PM

Pat. We have not received this case. Either it is lost or subject to very late delivery. I suggest you send it again. I hope you have a copy of the ruling request. (b) (6),

---------- Reply Separator ----------
Subject: NY Ruling Request (file 809292) forwarded to HQ
Author: (b) (7) [redacted] at AREA-NEW_YORK-2
Date: 6/6/95 11:13 AM

(b) (6), - Per our telephone coversation, I am attaching a copy of my opinion memo on the subject issue. Regards. (b)

CLA-2-S:N:N1:106-809292

DATE:

TO : Director, Office of Regulations and Rulings
Headquarters, U.S. Customs Service

FROM : Chief, NIS Machinery Branch
National Import Specialist Staff

SUBJECT: Tariff classification of thrust reverser and strut insulation blankets from England

This request for a tariff classification ruling from F. H. Kaysing Co., on behalf of The Boeing Company, is being forwarded for your attention due to its complexity and lack of clear precedence.

There are apparently two insulation blankets for consideration. One fits within the inner wall of the entire engine cowling and the other is used at the point where the strut (pylon) joins the nacelle (engine housing). These blankets are contoured to fit the part they are protecting and are said to made of a dimpled metallic foil stainless steel skin with a Min-K insulant. It is not known what this insulating material is. These blankets are designed to protect, respectively, thrust reversers and struts from excessive heat, presumably the heat generated when the aircraft's thrust reversers are in operation.

Thrust reversers are used as an adjunct to the aircraft's brakes to slow an aircraft after it has landed. Thrust reversers are of three types. (1) In the clamshell door system, the doors rotate to close the normal gas stream exit. Cascade vanes then direct the gas stream in a forward direction so that the jet thrust opposes the aircraft motion. (2) In the cold stream reverser system, the actuation system moves a translating cowl rearward and at the same time folds the blocker doors to blank off the cold stream final nozzle, thus diverting the airflow through the cascade vanes. (3) The bucket target system, the last thrust reverser type, uses bucket-type doors to reverse the hot gas stream. It is not known what thrust reverser system is in use in the instant case. There is no case law on the classification of thrust reversers, but it is the opinion of this office that they are aircraft engine parts under 8411. See HQ file 957072 JAS, which is still in progress. These insulation blankets are probably provided for either as parts of aircraft engines (8411) or as parts of aircraft (8803).

Those provisions are as follows:

8411	Turbojets, turbopropellers and other gas turbines, and parts thereof:
	Parts:
8411.91	Of turbojets or turbopropellers:
8411.91.10	Cast-iron parts
8411.91.90	Other...3.7 percent
* * * *	
8803	Parts of goods of heading 8801 or 8802:
8803.30.00	Other parts of airplanes or helicopters ...Free

Merchandise is classifiable under the Harmonized Tariff Schedule of the United States (HTSUS) in accordance with the General Rules of Interpretation (GRIs). GRI 1 states in part that for legal purposes, classification shall be determined according to the terms of the headings and any relative section or chapter notes, and provided the headings or notes do not require otherwise, according to GRIs 2 through 6.

For purposes of ssification in subheading 8803 .00, the expressions "parts" and "parts and accessories" do not apply to machines or apparatus of headings 8401 to 8479, or parts thereof. Section XVII, Note 2(e), HTSUS. Therefore, if the insulation blankets in issue are parts of heading 8411, they cannot be classified in heading 8803. In this regard, goods found to be parts that are suitable for use solely or principally with a particular kind of machine or with a number of machines of the

same heading are to be classified with the machines of that heading. Section XVI, Note 2(b), HTSUS.

As a preliminary issue, jet turbines produce propulsion or thrust by expelling air at a much higher velocity than its intake velocity. Essentially, air taken into the turbine at a velocity

equal to the plane's airspeed is compressed, heated and expanded by the combustion of fuel, then expelled at a higher velocity. This causes propulsive thrust in the opposite direction.

As to whether the insulation blankets are parts of heading 8411, one line of cases has held that an article is a part for tariff purposes if it serves a useful function in relation to the main article so that it in some way contributes to the safe or efficient operation of that article. Beacon Cycle & Supply Co., Inc. v. United States, 81 Cust. Ct. 46, C.D. 4764 (1978). As a corollary to this principle, articles have been held to be parts of other articles if their presence is required by law, either for safety reasons or otherwise. The American Schack Company, Inc. v. United States, 1 CIT 1 (1980). Under another line of cases, articles are regarded as parts if they are necessary to the completion of the article with which used, that is, if they are integral, constituent or component parts without which the parent article cannot function as that article. Clipper Belt Lacer Co., Inc. v. United States, 738 F. Supp. 528 (CIT 1990).

Whether or not their presence on the housing of a jet engine is required by Federal Aviation Administration regulations is undocumented. Nevertheless, because the thrust reverser insulation blanket is directly related to protecting a thrust reverser as it slows an aircraft after landing, there is a demonstrated nexus to the safe and efficient operation of the engine and, thus, the plane itself, as to qualify as a part. For this reason, the thrust reverser insulation blanket is classifiable as a part of the article to which it is most immediately related - the engine - rather than to the larger whole - the plane.

The strut insulation blanket, on the other hand, appears to be protecting the strut (pylon) only and is in no way connected to the performance of the engine, but is integral to the pylon itself. The EN to 8803 at page 1145 state that pylons are classified as aircraft parts in 8803. Since the strut insulation blanket is not more specifically provided for as an engine part in 8411, it is classifiable as an aircraft part in 8803.

If there are any questions, please contact National Import Specialist (b) (6), (b) (7)(C) at (b) [redacted].

(b) (6), (b) (7)(C) [redacted]

Attachments

(b) (5)